

AMENDMENTS TO THE CLAIMS

WE CLAIM

1. (Currently amended) An active impact protection system for a knee area and/or lower leg area of a vehicle occupant in a motor vehicle, in particular a passenger vehicle, having an impact ~~element~~ (2) element which is extensible by means of a driving device (4) out of a passive position into an active position in the direction of the vehicle occupants and is formed by an impact lid (2) of a passenger-side glove compartment (3),
characterized in that
~~the impact element is formed by a lid (impact lid) (2) of a passenger-side glove compartment (3)~~
 - the glove compartment (3) has a stowage container (7) which is movable by means of the driving device (4) together with the impact lid (2) between a retracted closed position in which the impact lid (2) is in its passive position and an extended open position, in which the stowage container (7) is accessible,
 - in operation of the glove compartment, the driving device (4) moves the impact lid (2) together with the stowage container (7),
 - for activation of the impact lid (2), the driving device (4) extends the impact lid independently of the stowage container (7).
2. (Currently amended) The impact protection system according to claim 1,
characterized in that
the driving device (4) ~~is designed so that it~~ moves the impact lid (2) ~~essentially~~ bidirectionally and/or one-dimensionally.

3. (Currently amended) The impact protection system according to claim 1 ~~or 2~~,
characterized in that
 - the driving device (4) ~~has a~~ includes a drive train (9) for moving the impact lid (2),
~~which is designed so that it permits retraction of~~ including retracting the impact lid
(2) ~~into its~~ to its passive position in the event of a force (15) acting on the impact lid
(2) from the outside in the direction of retraction,
 - the driving device (9) ~~has at~~ having at least one damper element (14) ~~which is~~
~~inserted into~~ disposed in the drive train (9) and ~~cooperates~~ cooperating with the latter
~~in such a way that it dampens~~ to dampen a force (15) acting on the impact lid (2)
from the outside and driving the impact lid (2) ~~into its~~ to its passive position.
4. (Currently amended) The impact protection system according to claim 3,
characterized in that
 - the damper element (14) is activatable and deactivatable,and
 - the damper element (14) is activated only when the impact lid (2) is extended,
~~whereas it is~~ and is deactivated during active retraction and extension of the impact
lid (2).
5. (Currently amended) The impact protection system according to ~~any one of claims 1 through~~
~~4,~~ claim 1,
characterized in that

the driving device (4) extends the impact lid (2) during its activation until reaching a
maximally extended end position or until a contact sensor or a control unit of the driving
device (4) detects contact with an obstacle.

6. (Currently amended) The impact protection system according to ~~any one of claims 1 through 5;~~ claim 1,
characterized in that
to activate the impact lid (2) a pre-crash sensor is provided, whereby the driving device (4) retracts the impact lid (2) back ~~into the~~ to the passive position ~~when the~~ when a presumed crash fails to occur.
7. (Currently amended) The impact protection system according to claim 6,
characterized in that
the driving device (4) is designed so that the rate of retraction for deactivation of the impact lid (2) is lower than the rate of extension for activation of the impact lid (2).
8. (Currently amended) The impact protection system according to ~~any one of claims 1 through 7;~~ claim 1,
characterized in that
the impact lid (2) functions as a mobile impact protection system (1) which is also moved in the event of a crash until reaching its passive position, and then in its passive position, it forms a stationary, energy-absorbing, deformable impact protection system (1).
9. (Currently amended) The impact protection system according to ~~any one of claims 1 through 8;~~ claim 1,
characterized in that
~~the glove compartment (3) has a dust container (7) which is adjustable by means of the driving device (4) together with the impact lid (2) between a retracted closed position in which the impact lid (2) is in its passive position and an extended open position in which the~~

~~dust container (7) is accessible.~~

the driving device (4) is designed so that the rate of adjustment for opening and closing the stowage container (7) is lower than the rate of extension in activation of the impact lid (2).

10. (Currently amended) The impact protection system according to ~~any one of claims 1 through 9~~, claim 1,

characterized in that

- ~~the driving device (4) moves the impact lid (2) together with the dust container (7) in operation of the glove compartment;~~
- ~~the driving device (4) extends the impact lid (2) independently of the dust container (7) in order to activate the impact lid.~~

the stowage container (7) is designed as a retractable and extensible drawer.

11. (Currently amended) The impact protection system according to ~~claim 9 or 10~~, claim 1,

characterized in that

~~the rate of adjustment for opening and closing the dust compartment (7) is lower than the rate of extension in activation of the impact lid (2).~~

the driving device (4) extends the impact lid (2) into a predetermined preventive position when the passenger has not engaged his seatbelt while the vehicle is being driven.

12. (Currently amended) The impact protection system according to ~~any one of claims 9 through 11~~, claim 11,

characterized in that

~~the dust container (7) is designed as a retractable and extensible drawer.~~

the driving device (4) stops the extension of the impact lid (2) at its preventive position when

a contact sensor senses contact with an obstacle.

13. (Currently amended) The impact protection system according to ~~any one of claims 1 through 12~~, claim 11,

characterized in that

~~the driving device (4) extends the impact lid (2) into a predetermined preventive position when the passenger has not engaged his seatbelt while the vehicle is being driven.~~

the impact lid (2) cooperates with a visually discernible warning to engage the seatbelt, such that the impact lid (2) conceals said warning in its passive position and releases the view of the warning when moved to its preventive position.

14. (Currently amended) The impact protection system according to ~~claim 13~~, claim 11,

characterized in that

~~the driving device (4) stops the extension of the impact lid (2) into its preventive position when a contact sensor senses contact with an obstacle.~~

the driving device (4) automatically retracts the impact lid (2) to the passive position as soon as the passenger has engaged his seatbelt.

15. (Currently amended) The impact protection system according to ~~claim 13 or 14~~, claim 11,

characterized in that

~~the impact lid (2) exposes a view of a warning a warning to engage the seatbelt, said warning being visible to the passenger when the impact lid is moved into its preventive position.~~

the driving device (4) is designed so that the rate of adjustment for adjusting the impact lid (2) to its preventive position and back is lower than the rate of extension in activation of the impact lid (2).

16. (Currently amended) The impact protection system according to ~~any one of claims 13 through 15~~, claim 1,

characterized in that

~~the driving device (4) automatically retracts the impact lid (2) into the passive position as soon as the passenger has engaged his seatbelt.~~

a clamping sensor stops the retraction movement of the impact lid (2) when it senses contact between the impact lid (2) and an obstacle.

17. (Canceled)

18. (Canceled)